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BRIEFING GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Initiated By: ATP-100

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1. PARAGRAPH NUMBER AND TITLE: 1-2-6. ABBREVIATIONS

2. BACKGROUND: The Display System Replacement (DSR) will allow the Weather and Radar Processor (WARP) to provide Next Generation Weather Radar (NEXRAD) products to controllers via the Main Display Monitor (MDM). VSCS Training and Backup Switch (VTABS) is the replacement system for VSCS Emergency Access Radio System (VEARS) in the DSR control room. All ARTCC's should have completed DSR and have NEXRAD data available on the MDM by August 2000. This change incorporates the abbreviations NEXRAD, VTABS, and WARP into FAA Order 7110.65.

3. CHANGE:

OLD

1-2-6. ABBREVIATIONS

TBL 1-2-1

Add

Add

Add

NEW

1-2-6. ABBREVIATIONS

TBL 1-2-1

Abbreviations	*Meaning*
NEXRAD	**Next Generation Weather Radar**
VTABS	**VSCS Training and Backup Switch**
WARP	**Weather and Radar Processor**

4. OPERATIONAL IMPACT: None.

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1. PARAGRAPH NUMBER AND TITLE: 2-1-6. SAFETY ALERT

2. BACKGROUND: Currently, FAAO 7110.65 specifies phraseology to issue a traffic alert if the situation is encountered under the provisions of paragraph 2-1-6, Safety Alert, and different phraseology to issue a traffic alert if the situation is encountered while conducting instrument approaches under the provisions of paragraphs 5-9-7, Simultaneous Independent ILS/MLS Approaches- Dual & Triple, and 5-9-8, Simultaneous Independent Dual ILS/MLS Approaches- High Update Radar. The phraseology currently specified in paragraphs 5-9-7 and 5-9-8 is the result of studies done during testing of pilot response time in traffic alert scenarios. By modifying the phraseology to incorporate "traffic alert" followed by the call sign at the beginning of the transmission, studies indicated that pilots were hearing the call sign even if part of the transmission was clipped. Not only would this change enhance safety by ensuring the correct aircraft receives the transmission, it would also prevent confusion amongst controllers by requiring two different methods of issuing traffic alerts.

3. CHANGE:

OLD

2-1-6. SAFETY ALERT

Title thru **b**

c. When an alternate course of action is given, end the transmission with the word "immediately."

PHRASEOLOGY-

(Identification) TRAFFIC ALERT (position of traffic if time permits),

ADVISE YOU TURN LEFT/RIGHT (specific heading, if appropriate),

and/or

CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.

NEW

2-1-6. SAFETY ALERT

No Change

No Change

PHRASEOLOGY-

TRAFFIC ALERT (call sign) (position of aircraft) ADVISE YOU TURN LEFT/RIGHT (heading),

and/or

CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.

4. OPERATIONAL IMPACT: These changes shall be briefed to all operational personnel.

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1. PARAGRAPH NUMBER AND TITLE: 2-6-3. PIREP INFORMATION

2. BACKGROUND: Pilot reports contain reported information about cloud bases and tops but not ceilings. The current phraseology has controllers requesting ceilings. Since pilots do not report ceilings this change will correct the phraseology.

3. CHANGE:

OLD	NEW
2-6-3. PIREP INFORMATION	**2-6-3. PIREP INFORMATION**
Title thru b5(b)	No Change
c. Obtain PIREP's directly from the pilot, or if the PIREP has been requested by another facility, you may instruct the pilot to deliver it directly to that facility.	No Change
PHRASEOLOGY-	***PHRASEOLOGY-***
REQUEST FLIGHT CONDITIONS.	*REQUEST FLIGHT CONDITIONS.*
Or if appropriate,	*Or if appropriate,*
REQUEST (specific conditions; i.e., ride, ceiling, visibility, etc.) CONDITIONS.	*REQUEST (specific conditions; i.e., ride, **cloud,** visibility, etc.) CONDITIONS.*
If necessary,	*If necessary,*
OVER (fix),	*OVER (fix),*
or	*or*
ALONG PRESENT ROUTE,	*ALONG PRESENT ROUTE,*
or	*or*
BETWEEN (fix) AND (fix).	*BETWEEN (fix) AND (fix).*

4. OPERATIONAL IMPACT: Mandatory briefing item for all air traffic control facilities.

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1. PARAGRAPH NUMBER AND TITLE: 3-1-3. USE OF ACTIVE RUNWAYS

2. BACKGROUND: Recommendation from ASW-505 office to develop standard phraseology for the local control and ground control coordination of runway crossings that is more specific and as brief as possible.

3. CHANGE:

OLD	NEW
3-1-3. USE OF ACTIVE RUNWAYS	**3-1-3. USE OF ACTIVE RUNWAYS**
Title thru *REFERENCE-*	No Change
a. Ground control must obtain approval from local control before authorizing an aircraft or a vehicle to cross or use any portion of an active runway.	a. Ground control must obtain approval from local control before authorizing an aircraft or a vehicle to cross or use any portion of an active runway. **The coordination shall include the point/intersection at the runway where the operation will occur.**
Add	***PHRASEOLOGY-*** *CROSS (runway) AT (**point**/intersection).*

b. When the local controller authorizes another controller to cross an active runway, the local controller shall verbally specify the runway to be crossed preceded by the word "cross."	**b.** When the local controller authorizes another controller to cross an active runway, the local controller shall verbally specify the runway to be crossed **and the point/intersection at the runway where the operation will occur** preceded by the word "cross."
PHRASEOLOGY- *CROSS (runway) AT (intersection if necessary).*	***PHRASEOLOGY-*** *CROSS (runway) AT (**point**/intersection).*

4. OPERATIONAL IMPACT: Minimal.

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1. PARAGRAPH NUMBER AND TITLE: 3-9-3. DEPARTURE CONTROL INSTRUCTIONS

2. BACKGROUND: In accordance with FAAO 7110.65, military turboprop/turbojet aircraft (except transport and cargo types) are switched to departure control frequency prior to takeoff. USAF had an operational concern with having the first transport/cargo type aircraft in a formation flight change to departure, while the second and subsequent aircraft remain on tower's frequency. This change is applicable only to USAF control towers.

3. CHANGE:

OLD	NEW
3-9-3. DEPARTURE CONTROL INSTRUCTIONS	**3-9-3. DEPARTURE CONTROL INSTRUCTIONS**
Title thru **a2** ***PHRASEOLOGY-***	No Change
Add	**a.3.** ***USAF.*** **USAF control towers are authorized to inform all departing IFR military transport/ cargo type aircraft operating in formation flight to change to departure control frequency before takeoff.**

4. OPERATIONAL IMPACT: None. Change applicable only to USAF control towers. Alleviates USAF operational concern of having the first transport/cargo type aircraft in a formation flight change to departure control frequency, while the second and subsequent aircraft remain on tower's frequency.

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1. PARAGRAPH NUMBER AND TITLE: 3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES

2. BACKGROUND: There have been several interpretation requests on wake turbulence separation for intersection departures on parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more. Currently, this paragraph could be interpreted to mean that parallel runways less than 2,500 feet apart are considered to be intersection departures regardless of offset or that the wake turbulence separation only applies if an aircraft is taking off from an actual intersection on the parallel runway. This change will clarify the application of wake turbulence separation for departures on parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more.

3. CHANGE:

OLD	NEW
3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES	**3-9-7. WAKE TURBULENCE SEPARATION FOR INTERSECTION DEPARTURES**
Title thru **a1**	No Change

2. Separate any aircraft taking off from an intersection on the same runway (same or opposite direction takeoff) and parallel runways separated by less than 2,500 feet, by ensuring that the aircraft does not start takeoff roll until at least 3 minutes after a heavy aircraft/B757 has taken off.	**2.** Separate any aircraft taking off from an intersection on the same runway (same or opposite direction takeoff), parallel runways separated by less than 2,500 feet, **and parallel runways separated by less than 2,500 feet with runway thresholds offset by 500 feet or more,** by ensuring that the aircraft does not start takeoff roll until at least 3 minutes after a heavy aircraft/B757 has taken off.
Add	***NOTE-*** ***Parallel runways separated by less than 2,500 feet with runway thresholds offset by less than 500 feet shall apply para 3-9-6, Same Runway Separation, subpara f.***

4. OPERATIONAL IMPACT: These changes shall be briefed to all operational personnel.

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1. PARAGRAPH NUMBER AND TITLE: 4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES

2. BACKGROUND: Computer assisted communication allows the Air Traffic Control System Command Center (ATCSCC) and system users to rapidly adjust traffic at an affected airport(s). Simultaneous changes to EDCT information between the ATCSCC, system users, the terminal controller and flight crews, however, is not always possible. The addition of the note to this paragraph, provides the terminal controller with a method of readily verifying information when it differs from that provided by flight crews.

3. CHANGE:

OLD	**NEW**
4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES	**4-3-4. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES**
Title thru c ***PHRASEOLOGY-***	No Change
d. When controlled departure time (CDT) procedures are in effect, the departure terminal shall, to the extent possible, plan ground movement of aircraft destined to the affected airport(s) so that flights are sequenced to depart as near as possible to the assigned EDCT, but no earlier than 5 minutes prior to the EDCT or 15 minutes after the assigned EDCT. If the aircraft is unable to meet these parameters, contact the overlying TMU for a revised EDCT.	**d.** When controlled departure time (CDT) procedures are in effect, the departure terminal shall, to the extent possible, plan ground movement of aircraft destined to the affected airport(s) so that flights are sequenced to depart as near as possible to the assigned EDCT, but no earlier than 5 minutes prior to the EDCT or 15 minutes after the assigned EDCT. If the aircraft is unable to meet these parameters, contact the overlying TMU for a revised EDCT.
Add	***NOTE-*** ***(Trust & Verify) EDCT times are revised for changing conditions en route or at affected airport(s). Terminal controllers use of aircraft reported EDCT for departure sequencing should be verified with the ATCSCC or overlying TMU prior to or after aircraft departure.***

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 4-5-7 ALTITUDE INFORMATION

2. BACKGROUND: Oceanic areas have a need to use restrictive qualifiers when issuing climb or descend clearances. Currently, paragraph 4-5-7 specifies using the term "PAST" as a fix restriction. A misunderstanding has consistently existed when controllers have issued a climb/descend clearance with the restriction "PAST (fix)." Controllers have opted to use the restriction "UNTIL (fix)" which is more easily understood. Additionally, paragraph 4-5-7 does not allow the use of the term "THEN" when issuing a restricted altitude clearance. Often when "THEN" is omitted, the intent of the clearance is misunderstood and therefore not complied with. Oceanic areas also use waypoints (latitude and/or longitude coordinates) when issuing restricted altitude clearances. Currently, FAAO 7110.65 does not specify their use. Adds phraseology to paragraph 4-5-7 to allow the use of the restriction "UNTIL" and the use of the term "THEN" when issuing restricted altitude clearances, as well as deletes the phraseology "PAST (fix)." Additionally, the term "waypoint" is added to encompass the use of latitude and/or longitude coordinates.

3. CHANGE:

OLD	NEW
4-5-7. ALTITUDE INFORMATION	**4-5-7. ALTITUDE INFORMATION**
Title thru ***REFERENCE-***	No Change
a. Altitude to maintain or cruise. When issuing cruise in conjunction with an airport clearance limit and an unpublished route will be used, issue an appropriate crossing altitude to ensure terrain clearance until the aircraft reaches a fix, point, or route where the altitude information is available to the pilot. When issuing a cruise clearance to an airport which does not have a published instrument approach, a cruise clearance without a crossing restriction may be issued.	No Change
PHRASEOLOGY- *MAINTAIN/CRUISE (altitude).* *MAINTAIN (altitude) UNTIL (time),* *or* *PAST (fix).* *or* *(number of miles or minutes) MILES/MINUTES PAST (FIX).* *CROSS (fix, point),* *or* *INTERCEPT (route) AT OR ABOVE (altitude), CRUISE (altitude).*	***PHRASEOLOGY-*** *MAINTAIN/CRUISE (altitude).* *MAINTAIN (altitude) UNTIL (time, fix, waypoint).* *or* *(number of miles or minutes) MILES/MINUTES PAST (fix, waypoint),* *CROSS (fix, point, waypoint),* *or* *INTERCEPT (route) AT OR ABOVE (altitude), CRUISE (altitude).*
NOTE- **1.** *The crossing altitude must assure IFR obstruction clearance to the point where the aircraft is established on a segment of a published route or instrument approach procedure.*	No Change

2. *When an aircraft is issued a cruise clearance to an airport which does not have a published instrument approach procedure, it is not possible to satisfy the requirement for a crossing altitude that will ensure terrain clearance until the aircraft reaches a fix, point, or route where altitude information is available to the pilot. Under those conditions, a cruise clearance without a crossing restriction authorizes a pilot to determine the minimum IFR altitude as prescribed in CFR Part 91.177 and descend to it at pilot discretion if it is lower than the altitude specified in the cruise clearance.*	No Change
b. Instructions to climb or descend including restrictions, as required. Specify a time restriction reference the UTC clock reading with a time check. If you are relaying through an authorized communications provider, such as ARINC, FSS, etc., advise the radio operator to issue the current time to the aircraft when the clearance is relayed.	No Change
EXAMPLE- **1.** *"United Four Seventeen, climb to reach one three thousand at two two one five."* *"Time two two one one and one-quarter."* *The pilot is expected to be level at 13,000 feet at 2215 UTC.* **2.** Through Relay-*"Speedbird Five, climb to reach flight level three-five zero at one-two-one-five, time" (Issue a time check).*	No Change
REFERENCE- *FAAO 7110.65, Word Meanings, Para 1-2-1.* *FAAO 7110.65, Numbers Usage, Para 2-4-17.*	No Change
PHRASEOLOGY- *CLIMB/DESCEND AND MAINTAIN (altitude).* *If required,* *AFTER PASSING (fix),* *or* *AT (time) (time in hours, minutes, and nearest quarter minute).* *CLIMB/DESCEND TO REACH (altitude) AT (time (issue time check) or fix),* *or* *AT (time). CLIMB/DESCEND AND MAINTAIN (altitude) WHEN ESTABLISHED AT LEAST (number of miles or minutes) MILES/MINUTES PAST (fix) ON THE (NAVAID) (specified) RADIAL.* *CLIMB/DESCEND TO REACH (altitude) AT (time or fix),* *or*	***PHRASEOLOGY-*** *CLIMB/DESCEND AND MAINTAIN (altitude).* *If required,* *AFTER PASSING (fix, **waypoint**),* *or* *AT (time) (time in hours, minutes, and nearest quarter minute).* *CLIMB/DESCEND TO REACH (altitude) AT (time (issue time check) or fix, **waypoint**),* *or* *AT (time). CLIMB/DESCEND AND MAINTAIN (altitude) WHEN ESTABLISHED AT LEAST (number of miles or minutes) MILES/MINUTES PAST (fix, **waypoint**) ON THE (NAVAID) (specified) RADIAL.* *CLIMB/DESCEND TO REACH (altitude) AT (time or fix, **waypoint**),* *or*

A POINT (number of miles) MILES (direction) OF (name of DME NAVAID).	*A POINT (number of miles) MILES (direction) OF (name of DME NAVAID),* ***or*** ***MAINTAIN (altitude) UNTIL (time (issue time check), fix, waypoint), THEN CLIMB/DESCEND AND MAINTAIN (altitude).***
Through relay: *CLIMB TO REACH (altitude) AT (time) (issue a time check).*	*Through relay:* *CLIMB TO REACH (altitude) AT (time) (issue a time check).*
c. Specified altitude over a specified fix.	c. Specified altitude over a specified fix, **waypoint.**
PHRASEOLOGY- *CROSS (fix) AT (altitude).* *CROSS (fix) AT OR ABOVE/BELOW (altitude).*	***PHRASEOLOGY-*** *CROSS (fix, **waypoint**) AT (altitude).* *CROSS (fix, **waypoint**) AT OR ABOVE/BELOW (altitude).*

4. OPERATIONAL IMPACT: This change will allow air traffic controllers to issue clearances utilizing restrictive qualifiers in a more clear and concise manner. Prior to this change, controllers used phraseology not covered by FAAO 7110.65 in an effort to avoid ambiguous, difficult to understand clearances.

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1. PARAGRAPH NUMBER AND TITLE: 4-5-7. ALTITUDE INFORMATION

2. BACKGROUND: The Air Traffic Procedures Advisory Committee has identified a discrepancy between paragraph 4-5-7 and 14 CFR Section 91.185. The committee recommends that 14 CFR Section 91.185 directs that expected altitudes do not apply during lost communications procedures; therefore, this note should be changed.

3. CHANGE:

OLD	**NEW**
4-5-7. ALTITUDE INFORMATION	**4-5-7. ALTITUDE INFORMATION**
Title thru **c** ***PHRASEOLOGY-***	**See previous change**
d thru **g** ***PHRASEOLOGY-***	No Change
h. Instructions to vertically navigate on a STAR/ FMPS with published restrictions.	No Change
PHRASEOLOGY- *DESCEND VIA (STAR/FMSP name and number).*	No Change
EXAMPLE- *"Descend via the Mudde One Arrival"* *"Cross JCT at flight level two four zero."* *" Descend via the Coast Two Arrival."*	No Change

NOTE- *Clearance to "descend via" authorizes a pilot's discretion descent to comply with published altitude and/or speed crossing restrictions. "**Expect**" altitudes/speeds are not considered STAR/FMSP crossing restrictions until verbally issued by ATC. Their use by pilots is for planning purposes or lost communication procedures.*	*NOTE-* *Clearance to "descend via" authorizes a pilot's discretion descent to comply with published altitude and/or speed crossing restrictions. "**Expect**" altitudes/speeds are not considered STAR/FMSP crossing restrictions until verbally issued by ATC. **They should be used only for planning purposes and should not be used in the event of lost communications, unless ATC has specifically advised the pilot to expect these altitudes/speeds as part of a further clearance.***
Add	***REFERENCE-*** ***14 CFR Section 91.185(c)(2)(iii)***

4. OPERATIONAL IMPACT: No operational impact is expected.

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1. PARAGRAPH NUMBER AND TITLE: 5-3-8. TARGET MARKERS

2. BACKGROUND: This change incorporates Notice 7110.204 into FAAO 7110.65.

3. CHANGE:

OLD	**NEW**
5-3-8. TARGET MARKERS	**5-3-8. TARGET MARKERS**
Title thru **a**	No Change
b. Automated Systems- Use data blocks that are associated with the appropriate target symbol to provide continuous identity. Display flight identification, interim altitude or assigned altitude if interim altitude is not being used, and reported altitude as minimum display. Interim/assigned altitude, reported altitude, or flight identification, or all may be temporarily inhibited in NAS En route Stage A to eliminate an existing data block overlap condition.	**b.** Automated Systems**. Retain data blocks that are associated with the appropriate target symbol in order to maintain continuous identity of aircraft. Retain the data block until the aircraft has exited the sector or delegated airspace, and all potential conflicts have been resolved; including an aircraft that is a point out. The data block shall display flight identification and altitude information, as a minimum. The displayed altitude may be assigned, interim, or reported, whichever is appropriate.**

4. OPERATIONAL IMPACT: None; procedure implemented May 12, 1999.

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1. PARAGRAPH NUMBER AND TITLE: 5-3-9. TARGET MARKERS

2. BACKGROUND: This change incorporates Notice 7110.204 into FAAO 7110.65.

3. CHANGE:

OLD	**NEW**
Add	**5-3-9. TARGET MARKERS**
Add	***TERMINAL***

Add	**Automated Systems. Retain data blocks that are associated with the appropriate target symbol in order to maintain continuous identity of aircraft. Retain the data block until the aircraft has exited the sector or delegated airspace, and all potential conflicts have been resolved; including an aircraft that is a point out. The data block shall display flight identification and altitude information, as a minimum.**
Add	***NOTE-*** ***Where delegated airspace extends beyond Class B and/or Class C airspace, the following will apply: If a VFR aircraft is clear of Class B and C airspace and radar services have been terminated then retention of the data block is no longer required.***

4. OPERATIONAL IMPACT: None; procedure implemented May 12, 1999.

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1. PARAGRAPH NUMBER AND TITLE: 5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES- HIGH UPDATE RADAR

2. BACKGROUND: A phraseology change has been proposed in an effort to resolve the issues surrounding the operation of PRM. The current procedures do not allow the controller to issue advisory information, only control instructions "Turn left/right immediately and return to the localizer." When aircraft are flying a coupled approach, this instruction places the pilot in an unworkable position, as the pilot cannot comply with an ATC instruction because the instruments indicate that they are on the localizer. In an attempt to alleviate this contradiction, at ALPA's request, the work group has proposed additional phraseology whereby the controller has the option of providing advisory information to the pilot when the aircraft is observed on a track that may penetrate the NTZ. The requirement remains the same as currently outlined if the aircraft is observed on a track which will penetrate the NTZ.

3. CHANGE:

OLD	NEW
5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES- HIGH UPDATE RADAR	**5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES- HIGH UPDATE RADAR**
Title thru **b7** ***NOTE-***	No Change
c. The following procedures shall be used by the final monitor controllers:	**c.** The following procedures shall be used by the final monitor controllers:
Add	**1. A controller shall provide position information to an aircraft that is (left/right) of the depicted localizer centerline, and in their opinion is continuing on a track that may penetrate the NTZ.**
Add	***PHRASEOLOGY-*** ***(Aircraft call sign) I SHOW YOU (left/right) OF THE FINAL APPROACH COURSE.***
c1 thru **c5**	Renumber **c2** thru **c6**

4. OPERATIONAL IMPACT: These changes shall be briefed to all operational personnel.

1. PARAGRAPH NUMBER AND TITLE: 6-6-1. APPLICATION

2. BACKGROUND: In working toward a more seamless global airspace system, some differences have been noted between controller procedures and associated phraseology used in North America versus those used in other areas of the world. Many differences are fairly minor, but some differences may have flight safety implications.

The international term to indicate either flight level or altitude is "LEVEL." In North America, the term "ALTITUDE" is used to indicate either altitude or flight level. The difference in terminology may seem minor. However, there have been instances of loss of separation because international pilots use a standard rather than local altimeter setting in U.S. airspace and U.S. pilots use a local rather than standard altimeter setting while flying abroad. With the increased number of international pilots flying in U.S. airspace and U.S.-trained pilots flying internationally, it would be a safer practice for all controllers to use the precise terms of "ALTITUDE" or "FLIGHT LEVEL" when they are communicating with pilots either in the U.S. or in other countries.

Therefore, we have submitted a recommendation to the International Civil Aviation Organization to change applicable international phraseology involving the term "LEVEL." Concurrently, Canada and the U.S. are changing applicable phraseology that involves the term "ALTITUDE" so that global use of "ALTITUDE" and "FLIGHT LEVEL" will be standardized..

3. CHANGE:

OLD	NEW
6-6-1. APPLICATION	**6-6-1. APPLICATION**
Assign an altitude to an aircraft after the aircraft previously at that altitude has reported leaving the altitude.	No Change
PHRASEOLOGY-	***PHRASEOLOGY-***
REPORT LEAVING/REACHING (altitude/flight level).	*REPORT LEAVING/REACHING (altitude/flight level).*
REPORT LEAVING ODD/EVEN ALTITUDES/ FLIGHT LEVELS.	*REPORT LEAVING ODD/EVEN ALTITUDES/ FLIGHT LEVELS.*
Add	***(If aircraft is known to be operating below the lowest useable flight level).***
	SAY ALTITUDE.
	or
	(If aircraft is known to be operating at or above the lowest useable flight level).
	SAY FLIGHT LEVEL.
	or
	If aircraft's position relative to the lowest useable flight level is unknown).
	SAY ALTITUDE OR FLIGHT LEVEL.

4. OPERATIONAL IMPACT: These changes require U.S. controllers to use the term "ALTITUDE" only when referring to altitudes that are below the lowest usable flight level and to use the term "FLIGHT LEVEL" when referring to flight levels at or above the lowest usable flight level. If unsure whether the reference should be below, at, or above the lowest usable flight level, controllers should use the phrase "ALTITUDE" or "FLIGHT LEVEL."

1. PARAGRAPH NUMBER AND TITLE: 7-5-3. SEPARATION

2. BACKGROUND: Currently, FAAO 7110.65 does not specify the criteria for approved separation for either fixed wing SVFR aircraft operation or SVFR aircraft and IFR aircraft operations. The Alaskan Region has many airports with large volumes of IFR and SVFR operations due to their unique weather conditions. This change will save a significant amount of time in delays at these airports and poses no reduction in safety. Additionally, this change provides positive guidance for SVFR and IFR fixed-wing aircraft operation within Class B, C, D, and E surface areas.

3. CHANGE:

OLD	NEW
7-5-3. SEPARATION	**7-5-3. SEPARATION**
a. Apply approved separation between:	No Change
1. SVFR aircraft.	No Change
2. SVFR aircraft and IFR aircraft.	No Change
Add	***NOTE-*** ***Approved separation between SVFR fixed-wing aircraft, and between SVFR fixed-wing aircraft and IFR fixed-wing aircraft, is prescribed in Chapter 6 and Chapter 7, para 7-5-4, Altitude Assignment. Radar vectors are authorized as prescribed in para 5-6-1, Application, subpara f.***

4. OPERATIONAL IMPACT: This change shall be briefed to all operational personnel.

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1. PARAGRAPH NUMBER AND TITLE: 8-6-4. WARNING AREAS

2. BACKGROUND: The National Transportation Safety Board (NTSB) investigated an incident between a military aircraft in a Warning Area and a civil air carrier transiting the Warning Area. The NTSB recommended the FAA conduct, in cooperation with the Department of Defense, a formal review of special use airspace (SUA) procedures to ensure they are current, safe, understood, and adhered to by all those involved. The review was conducted in January 1998 and a change to FAAO 7110.65 was recommended. Warning area separation standards are consolidated into paragraph 9-4-2, Separation Minima, with other SUA and ATCAA's.

3. CHANGE:

8-6-4. WARNING AREAS	Delete
Separate aircraft from a Warning Area by one of two methods:	Delete
a. Laterally: Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary of the Warning Area.	Delete
b. Vertically: Assign an altitude consistent with para 4-5-1, Vertical Separation Minima, so that vertical separation exists, which is at least 500 feet (above FL 290- 1,000 feet) above/below the Warning Area's upper/lower limit, while the aircraft is within a geographical area defined as the Warning Area plus a buffer around its perimeter equivalent to one-half the appropriate lateral separation minimum.	Delete

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 9-3-19. OPEN SKIES TREATY AIRCRAFT

2. BACKGROUND: This change incorporates GENOT 9/12, effective on 3/12/99, into FAAO 7110.65.

3. CHANGE:

OLD	NEW
9-3-19. OPEN SKIES TREATY AIRCRAFT	**9-3-19. OPEN SKIES TREATY AIRCRAFT**
a. OPEN SKIES aircraft will be identified by the call sign "OSY" (OPEN SKIES) followed by two digits and a one-letter mission suffix.	No Change
EXAMPLE- *OSY12D* *Mission suffixes:* **Q = Observation Flights (Priority).* **D = Demonstration Flights (Priority).* **T = Transit Flights (Nonpriority).*	*EXAMPLE-* *OSY12D* *Mission suffixes:* **E = Observation Flights (Priority).* **D = Demonstration Flights (Priority).* **T = Transit Flights (Nonpriority).*
NOTE- 1. *Observation/Demonstration flights are conducted under rigid guidelines outlined in the Treaty of OPEN SKIES that govern sensor usage, maximum flight distances, altitudes and priorities.*	*NOTE-* No Change
2. *Transit flights are for the sole purpose of moving an OPEN SKIES aircraft from airport to airport in preparation for an actual OPEN SKIES "Q" or "D" mission.*	2. *Transit flights are for the sole purpose of moving an OPEN SKIES aircraft from airport to airport in preparation for an actual OPEN SKIES "E" or "D" mission.*

4. OPERATIONAL IMPACT: None.

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1. PARAGRAPH NUMBER AND TITLE: 9-4-2. SEPARATION MINIMA

2. BACKGROUND: The National Transportation Safety Board (NTSB) investigated an incident between a military aircraft in a Warning Area and a civil air carrier transiting the Warning Area. The NTSB recommended the FAA conduct, in cooperation with the Department of Defense, a formal review of special use airspace (SUA) procedures to ensure they are current, safe, understood, and adhered to by all those involved. The review was conducted in January 1998, and a change to FAAO 7110.65 was recommended. This change consolidates guidance for separation criteria for all SUA including ATCAA's. It also incorporates paragraph 8-6-4, Warning Areas. It contains some minor editorial changes.

3. CHANGE:

OLD	NEW
9-4-2. SEPARATION MINIMA	**9-4-2. SEPARATION MINIMA**
Separate nonparticipating aircraft from active special use airspace and ATCAA by the following minima:	**Unless clearance of nonparticipating aircraft in/through/adjacent to a Prohibited/Restricted/ Warning Area/MOA/ATCAA is provided for in a Letter of Agreement (LOA) or Letter of Procedure (LOP), separate nonparticipating aircraft from active special use airspace by the following minima:**

a. Prohibited/Restricted/Warning Area, MOA, or ATCAA: assign an altitude consistent with para 4-5-1, Vertical Separation Minima, para 4-5-2, Flight Direction, and para 4-5-3, Exceptions, which is at least 500 feet (above FL 290 - 1,000 feet) above/below the upper/lower limit, unless subpara b below applies.	**a. Assign an altitude consistent with para 4-5-2, Flight Direction, and 4-5-3, Exceptions, which is at least 500 feet (above FL 290 - 1000 feet) above/below the upper/lower limit of the Prohibited/ Restricted/ Warning Area/MOA/ATCAA.**
Add	***REFERENCE-*** *FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.*
b. Some Prohibited/Restricted Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. Nonparticipating aircraft may be assigned any appropriate altitude above or below these Prohibited/Restricted Areas, provided the areas have been identified by facility management.	**b. Provide radar separation of 3 miles (En route Stage A/DARC, or FL 600 and above - 6 miles) from the special use airspace peripheral boundary.**
REFERENCE- *FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.*	Delete
c. Prohibited Area: clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary.	**c.** Clear aircraft on airways or routes whose widths or protected airspace do not overlap the peripheral boundary.
d. Restricted/Warning Area/MOA/ATCAA: clear aircraft in accordance with subpara c above, unless clearance of nonparticipating aircraft in/through the area is provided for in a letter of agreement.	**d. Exception. Some Prohibited/Restricted/ Warning Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. Where facility management has identified these areas as outlined in FAAO 7210.3, Facility Operation and Administration, vector aircraft to remain clear of the peripheral boundary.**
Add	***NOTE-*** ***Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA in question.***
e. Prohibited/Restricted/Warning Area, MOA, or ATCAA- *3 miles* (En route Stage A/DARC, FL 600 and above- *6 miles*), unless clearances of nonparticipating aircraft in/through/adjacent the area is provided for in a letter of agreement/facility directive.	Delete
f. Exception. Some Prohibited/Restricted Areas are established for security reasons or to contain hazardous activities not involving aircraft operations. The above minima for these Prohibited/Restricted Areas is not required if the areas have been identified by facility management. When separation minima is not required, vector aircraft to avoid the airspace.	Delete
REFERENCE- *FAAO 7210.3, Prohibited/Restricted Areas, Para 2-1-16.*	Delete

4. OPERATIONAL IMPACT: None.

1. PARAGRAPH NUMBER AND TITLE: 9-4-4. AVOIDANCE

2. BACKGROUND: The National Transportation Safety Board (NTSB) investigated an incident between a military aircraft in a Warning Area and a civil air carrier transiting the Warning Area. The NTSB recommended the FAA conduct, in cooperation with the Department of Defense, a formal review of special use airspace (SUA) procedures to ensure they are current, safe, understood, and adhered to by all those involved. The review was conducted in January 1998, and a change to FAAO 7110.65 was recommended. This change describes procedures for nonparticipating aircraft to transit active SUA. It also clarifies that a prohibited area may be joint--use.

3. CHANGE:

OLD	NEW
9-4-4. AVOIDANCE	**9-4-4. TRANSITING ACTIVE SUA/ATCAA**
When the provisions of para 9-4-1, Application, subparas a, b, c, or d do not apply and a nonparticipating aircraft's route or track will cause it to enter special use airspace or ATCAA take the following actions:	**If a LOA/LOP has been coordinated with the Using Agency and permission has been granted to transit the area:**
NOTE- *Nonparticipating aircraft refers to those aircraft for which you have separation responsibility and which have not been authorized by the using agency to operate in/through the special use airspace or ATCAA in question.*	Delete
a. For Prohibited/Restricted/Warning Areas- Clear nonparticipating aircraft via routing which will provide approved separation from the airspace, unless clearance of nonparticipating aircraft in/through the area is provided for in a memorandum/letter of agreement.	**a. Comply with the instruction/clearances issued by the Using Agency and provide the applicable separation minima between aircraft when two or more aircraft are transiting the area or,**
NOTE- *The FAA has no jurisdictional authority over the use of prohibited or nonjoint use restricted/warning airspace; therefore, clearance cannot be issued for flight therein.*	***NOTE-*** *Some Using Agencies are also air traffic control facilities.*
b. For MOA's and ATCAA's-	**b. If unable to comply with instructions/ clearances, clear the aircraft in accordance with para 9-4-2, Separation Minima.**
1. Clear nonparticipating aircraft in/through a MOA/ATCAA provided prior coordination has been accomplished as covered in a letter of agreement between the controlling and using (scheduling) agencies and approved separation will be applied between MOA/ATCAA operations and nonparticipating aircraft.	Delete
Add	***NOTE-*** ***The FAA has no jurisdictional authority over the use of nonjoint use prohibited/restricted/warning area airspace; therefore, clearance cannot be issued for flight therein without the appropriate approval.***

REFERENCE- *FAAO 7610.4, Chapter 9, Section 2, ATCAA and MOA Procedures.*	Delete
2. If unable to clear nonparticipating aircraft in/through a MOA/ATCAA in accordance with subpara 1, clear aircraft via routing which will provide approved separation from the MOA/ATCAA airspace.	Delete

4. OPERATIONAL IMPACT: Significant. Identifies procedures for nonparticipating aircraft to transit active SUA/ATCAA. Provides for real-time joint use of SUA.

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